

DANIELS IS SLOW, KELLEY CHARGES

Wilson Either Exaggerates or Neglects, Representative Says.

SHIPS AUTHORIZED NOT YET BEGUN

Resolution Orders Secretary to Report When 67 Battle Craft Will Be Ready.

[From the Tribune Bureau.]

Washington, Feb. 1.—Navy Department delay in constructing ships already authorized, especially in view of the critical times, charged in a resolution introduced to-day in the House by Representative Kelley, of Michigan, a member of the Naval Committee.

After reciting the names of ships authorized but delayed, and pointing out that the keels of the two dreadnaughts authorized last year have not even been laid and cannot be for many months, the resolution calls on the Secretary of the Navy to find out at once how quickly the entire building programme already authorized can be completed, and how much additional cost will be incurred by speeding up the construction to the greatest possible extent.

"The President has said in his recent speech in the Middle West," said Mr. Kelley, "that the country faces a crisis; that sparks are flying all around, and no man can tell what a day even will bring forth. If this language means anything, it means that our need of defense is a present need. Dreadnaughts and battle-cruisers authorized by this Congress will not be available for the defense of the country for four years to come. This being so, it seems to me that the first duty of Congress is to see that the sixty-seven ships now under construction or authorized for the American navy are completed and made available at the earliest possible moment."

Action Needed Now.

"Preparations which do not materialize for five years would not avail us anything if our danger is a present one. I cannot understand how the President, knowing the danger as he only can know it, has made no suggestion to Congress that any ship under construction ought to be rushed to completion. Either we are not in danger or the President has been negligent in this regard. I cannot believe that he is magnifying the danger to this country in order to lay the foundation for a future claim that he has exercised great statesmanship in plotting the nation through a sea of trouble without conflict."

"On March 4, 1911, Congress authorized the construction of two dreadnaughts (Nevada and Oklahoma) on August 2, 1912, one dreadnaught Pennsylvania, on March 4, 1913, one dreadnaught (Arizona) on June 30, 1914, two dreadnaughts (California, Mississippi and Idaho), and on March 3, 1915, two dreadnaughts (Nos. 43 and 44).

The Nevada, Oklahoma, Pennsylvania, Arizona, California, Mississippi and Idaho are in various stages of completion, ranging from less than 10 per cent in the case of the California to 40 per cent in the case of the Idaho home."

"Dreadnaughts Nos. 43 and 44, authorized nearly one year ago, have been assigned for construction to the navy yards at Brooklyn and Mare Island. The navy yard at Mare Island is not equipped for the construction of such ships, and no appropriation for such

equipment has as yet been made by Congress, and therefore the construction of these ships is now deadlocked. No. 44 cannot be undertaken until late in the fall of 1916. The dreadnaught California is now 62 per cent completed, and No. 43 cannot be laid down until the California is launched, some months hence."

Paving Way for Speed.

Mr. Kelley then enumerated the destroyers, fuel ships and submarines which have been appropriated for, but either not completed, or, in many instances, not started. His resolution concluded:

"That the Secretary of the Navy be hereby directed to enter into such negotiations with contractors and government yards as may be necessary to determine the earliest date within which all ships for the navy now under construction can be completed and report his findings to the House within thirty days from and after the adoption of this resolution, together with an estimate of any additional cost to the government incident to the completion and delivery of ships prior to the contract date."

GARRISON FLAYS GUARD PAY BILL

Calls System a National Menace, Which the People Distrust.

GERMANY USED IT, O'RYAN ANSWERS

Only Way for U. S. to Support
500,000 Trained Soldiers
Without Vast Expense.

[From the Tribune Bureau.]

Washington, Feb. 1.—Development of the National Guard by means of liberal appropriations, and particularly through some form of a militia pay bill, was urged before the House and Senate committees to-day by a delegation of militia officers, headed by Major General John F. O'Ryan, of the New York National Guard; Adjutant General Thomas J. Stewart, of the Pennsylvania National Guard and president of the Guard Association; Adjutant General E. B. Crittenden, of the Ohio National Guard; and Adjutant General W. F. Sadler, Jr., of the New Jersey National Guard.

A letter from Secretary Garrison to Chairman Chamberlain of the Senate committee was also made public during the day at the War Department disapproving the Senator's militia pay bill. After declaring that the guardsmen have always stood in the way of organizing a pure Federal volunteer force on sound lines, Mr. Garrison wrote:

Guard Lacks Nation's Confidence.

Having arrived at the consideration of a measure involving pay of the National Guard, we have come to the final parting of the ways: the passage of such a measure would fully and irresistibly commit us to a system that has utterly failed the nation, which meticed our safety now, a system which the people justly have no confidence in.

"If we put the organized militia firmly in the saddle, as it contemplated in this bill, the opportunity for adopting a sound military policy for the nation will have passed beyond recall."

General O'Ryan, on the other hand, virtually used a system of state troops, since the sovereigns of the German states appointed all officers up to command of regiments and other officers of the army.

"She was always a good girl until she got married," they said, "and she is still our Marie."

But there is little chance of Marie's return—for months at least—officials of the District Attorney's office declared last night. Kicks, blows and disease have set their stamp upon her, and she looked like an old and care-worn woman, they said, as she told her story.

\$8,000 FOR CAPTAIN IF HE GETS DIVORCE

Bequest to British Officer from Mother-in-Law.

[By Telegraph to the Tribune.]

New Haven, Feb. 1.—Mary May N. Burrows, of this city, who left a large estate, bequeathed \$8,000 to her son-in-law, Captain Charles Kendall Bush, of the British army, if he will obtain a divorce from his wife, Marguerite, daughter of Mrs. Burrows. In case he takes the bequest he must surrender all rights to the property which his wife will inherit. Mrs. Burrows left most of her estate to her granddaughter, Marguerite Kendall Bush, in the shape of an annuity of \$8,000.

Captain Bush is instructed to proceed with diligence in getting his divorce. Friends of the Burrows family can give reason for the provisions in the will.

Girvin's office closed behind him.

"That fellow won't last," predicted Keep Teiper's Lawyer Out.

But an hour later Mr. O'Malley came breathlessly into the building with Judge Lewis Atter, his son-in-law, Teiper's father-in-law. Immediately slinging up the situation, O'Malley made for the closed door. He rapped and waited 60 seconds. By that time the firing squad had emptied its ammunition box and O'Malley, just returned from Justice Wheeler's home, won the empty privilege of warning his client to answer no questions.

District Attorney Dudley admitted the case stood practically where it did before he undertook to question Teiper, although he reiterated his assertion that an arrest was imminent.

In no essential degree did Teiper change his story as told on Monday morning. Mr. Dudley, however, maintained his position that Teiper had been guilty of premeditated murder. Teiper's defense was that he had been forced to kill his employer because he was unable to remember what became of the broken part.

Experts Study Finger Prints.

Experts at the Bureau of Identification photographed finger prints found on a bloody boot and on the crimsoned hammer identified as part of John Edward Teiper's tool kit, both of which were picked up near the bodies.

Sheriff Stengel was the first of the three officials directing the investigation to visit Teiper's suburban home.

Mrs. Teiper denied him admittance, whereupon the Sheriff asked that she provide medical testimony that her husband was not in condition to be questioned.

Dr. W. H. Ball and Dr. H. L. Hall examined Teiper, who agreed it would be better if he were permitted to rest, but Dr. Hall admitted that the continuous roar on Teiper's head could scarcely be classed as severe injuries.

Following a telephone conversation with the Sheriff, in which the doctor's report was relayed to him, District Attorney Dudley motored to Orchard Park. He brought Teiper to Buffalo without further ado. It was about 1 o'clock when the party reached the hotel, Teiper, tall and slender, seemed on the verge of a collapse. He stumbled, rather than walked, with head bent and shoulders slumped. Detectives in the anteroom winced grimly at one another as the door of Inspector

New Clevs Meager.

The only definite addition to this meager account comes from Mrs. Annie Depple, whose husband's farmhouse is the nearest habitation to the bend. About midnight on Sunday she says she heard a pistol shot, followed after a short time by several others.

Then a woman's voice, raised to a terrified scream, came drifting to a

carrying a tray from his brother and turned just in time to receive a stunning blow on the head. Concerning the assailant, he would say only that he got the impression he was a "big nigger."

No. Fred! Oh, Fred!

Beyond this the authorities have convinced themselves that Mrs. Teiper was not in the motor when she was killed, and, further, that she was already dead when the bullet was fired into her head. This second fact was brought forth by medical examination of the wound which gave evidence that the revolver was held close to her head when it was discharged.

But before that, according to Police Surgeon Howser, she had been crushed in with demonic violence. The first of the blows that were rained upon her, he said, must have killed her. The reasoning which led to the first premise is as clear as the doctor's statement. The top of the machine was up for one thing, and the space between it and the woman's head was too scant to permit the violent swing of the hammer, which sank into the bone as far as six inches. Added to that, a bullet fired from in front had bitten into the back of the tonneau seat directly behind the body. Mrs. Teiper's fat was crushed under her on the seat, and although there were no blood clots in the road there was no blood in the tonneau seat a streak from her stained skirt.

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**RAILROADS OBJECT
TO 8-HOUR DAY**

TIFFANY & Co.

PEARLS

PEARL NECKLACES

30,000 ENGINEERS GET ARMY CALL

Reserve Corps Will Be Formed from Four National Societies.

LECTURE COURSE BY U. S. OFFICERS

Wood Plans Defence Body to Relieve Regulars in Case of Emergency.

was received to-day by Attorney General Gregory. He announced several months ago that he intended to resign early in the present year.

Judge LaCombe has served almost thirty years on the Federal bench and his retirement will begin February 15.

Appointment of a successor will not be made until the President returns to Washington.

**COUPLE, SNOWED IN,
MARRIED BY 'PHONE**

Clergyman, 45 Miles Off, Ties Legal Knot—Tolls 36 Cents.

[By Telegraph to The Tribune.]

Denver, Feb. 1.—Rather than wait until spring, when a minister could get through the great drifts of snow between Piney and Big Piney, in Wyoming, L. E. Bennett, a Denver musician, caused his marriage to Mrs. Martin Dennis at Big Piney yesterday to be performed over the long distance telephone.

The novel ceremony was performed by the Rev. W. D. Reese at Piney. The couple, who were to be married, were stopped by Villa bandits, but no report has been received that any of the Americans and Germans, had been harmed.

After killing Ornelas and robbing the passengers Villa and his band left the direction of Ojinaga, on the eastern border, where it is expected he will try to take the town he formerly held to make it his headquarters.

Passengers on the train witnessed the murder of Ornelas and later were robbed by the Villa bandits, but no report has been received that any of the Americans and Germans, had been harmed.

The novel ceremony was performed by the Rev. W. D. Reese at Piney, the questions and answers traversing the forty-mile stretch of line, and was legally witnessed at both ends of the wire.

The service was wholly in accordance with the Wyoming statutes. It occupied five minutes and cost in toll charges 36 cents.

Members of the four national engineering societies will be organized for preparedness. Under the direction of Major General Leonard Wood, U. S. A., the organization committee of the societies has adopted a plan to organize civilian engineers into a national reserve corps of engineers so that in case of necessity these engineers could immediately be placed in charge of construction of coast and other defenses, releasing the regular army engineers for their usual duties.

The four societies, the American Society of Civil Engineers, American Institute of Mining Engineers, American Society of Mechanical Engineers and the American Institute of Electrical Engineers have a membership of 30,000.

Officers of the regular army have consented to deliver a series of seven lectures preparatory to permanent organization, and to assist those who desire to enter the engineering battalions which is to be formed at Plattsburgh. The subjects and lecturers are as follows:

February 14—"Organization and Duties of Engineers in War and What Engineers in Civil Life Will Be Called Upon to Do in the Defense of the United States," Captain Thomas M. Robins.

February 21—"The Service of Reconnaissance, Including Surveying, Mapping and Sketching, Photography and Map Production," Captain Richard T. Coiner.

February 28—"Field Fortifications, Sieges and Demolitions," Captain Thomas M. Robins.

March 6—"Seacoast Defences and Battlefield Illuminations," Captain Edward D. Arbery.

March 13—"The Construction, Maintenance and Repair of Roads, Bridges and Ferries; the Selection and Preparation of Fords," Captain Thomas M. Robins.

March 20—"The Selection, Laying Out and Preparation of Camps and Cantonments, the Service of General Construction and the Special Services Including All Public Work of an Engineering Nature Which May Be Required in a Territory Under Military Control," Captain Richard T. Coiner.

March 27—"Construction, Maintenance and Operation of Railways and Military Control and the Construction and Operation of Armored Trains," Captain Thomas M. Robins.

The first lecture will be given in the auditorium of the Engineering Services Building, 29 West Thirty-ninth Street, at 8 p. m., at which Major General Wood is expected to be present.

LACOMBE TO RETIRE FEB. 15

Federal Judge's Resignation Accepted by Attorney General Gregory.

Washington, Feb. 1.—The resignation of Justice LaCombe, of the United States Circuit Court of Appeals at New York,

was received to-day by Attorney General Gregory. He announced several months ago that he intended to resign early in the present year.

Judge LaCombe has served almost thirty years on the Federal bench and his retirement will begin February 15.

Appointment of a successor will not be made until the President returns to Washington.

WAREROOMS FIFTH AVENUE AT THIRTY-NINTH ST.

GRAPHIC SECTION

First in Favor

TIME—Sunday morning, after breakfast. Scene—

any of thousands of good homes. Enter maid with Sunday Tribune . . . then what? A merry scramble for The Graphic Section—pictures are first in favor with all the family.

Naturally! Pictures are the primitive means